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[a138]

[a2188]

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[a2347]

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Hongkong, 8th August, 1904. [1912]

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Swatow, 28th June, 1904. [2160]

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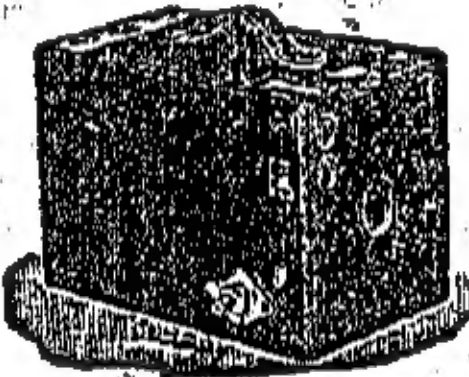
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Hongkong, 24th August, 1904. [a1153]

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Hongkong, 7th October, 1904. [a1621]

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Manager.

[a43]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 29TH, 1904.

In the course of a very interesting paper on the characteristics of the people of Korea, written by the Missionary Bishop of that country, which appears in *East and West*, a quarterly Mission journal, a reference is made to the written language, which is of considerable interest in its bearing upon the Chinese as well as upon the Korean language. The Chinese classics in Korea, as in China, are the only books, a knowledge of which will entitle a Korean to be regarded as an educated man. But it appears that the Koreans have accomplished a feat which has often been suggested as highly desirable in China, namely, providing something in the form of an alphabet by which the written character can be deciphered. "For the benefit of the unlettered—that is to say the great mass of the people, an alphabetical script or syllabary has been provided by their scholars. With the help of this script (which is known as the *En-Moun*, and understood practically by everybody) all sounds of the spoken language can be easily expressed. The spoken language, being neither Chinese nor Japanese, stands, therefore, apart from Chinese, with the result that Korea has one language which is written but not spoken and another which is spoken, but, except by the uneducated, not written." It appears that in the schools it is the great aim to teach Chinese, which the pupils learn to read and write—much in the same way as they would if they were in China; but the mass of the people are dependent upon the conventional tongue with its alphabetical expression for the ordinary purposes of life. How far this

alphabetical and phonetic system is applicable to pure Chinese is not stated; and in this the remarks made in the article referred to unfortunately break off just at the point where they become most practically interesting. If, however, the alphabetical system can be applied to the ordinary Korean spoken language, there would seem little reason to doubt that with a little ingenuity it could also be adapted to the pure Chinese; and the means may perhaps be found in an unexpected quarter of solving a problem whose solution would be of incalculable benefit to students of Chinese, and would render the study of at least the colloquial language one comparatively easy. What the Koreans apparently do with their own language is very much what Europeans have to a large extent to do in acquiring Chinese. They make an attempt at a phonetic record of the words used without too much trouble as to the actual characters that would be used in writing. But unfortunately there is no European language which is really adapted to express with anything approaching to accuracy the true pronunciation of Chinese words in any accepted dialect. In French a vast number of the Chinese words are simply impossible; and neither German nor English will meet the requirements, in all cases—but a happy mixture of the three languages may arrive at a slight approximation to either the Peking or the Nankin Dialect—but at best the result is very unsatisfactory. It is worthy of enquiry whether the Korean "En-Moun" would help out the difficulty. That a people so little considered, and in many ways so insignificant, should, for their own education, have hit upon a device for making it possible to write the language ordinarily spoken in a way that will be "understood of the people" is certainly that something of the same kind would be taken in hand for the benefit of the masses in China. If once a phonetic system could be accepted by the Chinese, it would not be very difficult to adapt it to the more important local dialects, and by degrees one of the great bulwarks of "localism" in China would be, at least to a considerable extent, broken down. Of course any movement of the kind would be regarded with dislike by the more educated classes in China. To them, the written character and the classical style are subjects almost of superstitious veneration, and the idea of modifying writing for the simple object of making it intelligible to people who have not gone through the same hard studies as they have themselves, would appear an innovation little short of revolutionary; but changes quite as radical have been effected in other places, and might not be impossible even in China, the proverbial country of all that is conservative. Among the purely scholastic old classical Chinese is certain to hold its own for many long years to come—if for no other reason for the very efficient one that a mastery of it is looked upon as the only thing which gives a man a title to be considered educated at all. But as time goes on the scholastic feeling might become modified to some slight extent, and it might be possible for the benefit of the masses who cannot obtain a "classical education" to do something in China similar to what appears to have been done in Korea so as to bring something in the form of education upon China's own lines within the reach of the large masses. The extent to which, even as things are, the common people obtain a mastery over the univerting "characters" which go to make up the Chinese language is a marvel to Europeans, among whom, even those who devote half their lives to the study, there are few who can trust themselves to read an ordinary Chinese document without assistance from a teacher. Possibly the faculty is hereditary, and the Chinese have an inner-consciousness of the "Three Character Classic" from their birth, as Heine said the lucky Roman babies knew their accusatives in "in" in their cradles; but, allowing for all this, the fact still remains that any mastery of the Chinese language must be an impossibility to the large mass of the people, and that on the whole their knowledge must be very restricted. Anything which would improve this state of affairs would be an enormous benefit to the country, and though it is likely to be some time before the Chinese are sufficiently enlightened to take this view of the subject, still something might be done, on the lines adopted in the Korea, to enable many of the masses, who cannot hope to become finished scholars, to acquire a wider acquaintance with the general subjects of education in their country, and to have the means of more readily acquiring information upon current matters.

The U. S. ship *Supply* left for Manila on Saturday.

Chinese astrologists are predicting serious trouble for the year 1905.

Sixty-one Rand coolies suffering from beri-beri are being sent back to China.

The widow of Sir Augustus Harris has married Mr. Edward Terry, the actor-manager. It was a quiet, almost secret, wedding.

Messrs. Gibb, Livingston and Co. inform us that the steamer *Courfield* with coolies from Seria Island arrived at Durban yesterday all well.

Several consors are said to be preparing a memorial asking the Empress Dowager to resign from power in favour of the Emperor after her 70th birthday.

The Hon. John Ferguson has accepted the Presidency of the Ceylon Branch, Royal Asiatic Society, in succession to the late Lieutenant-Governor.

The weekly return of communicable diseases mentions seven cases of enteric fever, six of which (all Chinese) were fatal; and the other was a European from Shanghai. No plague.

A pro-Hearst paper intimates that Mr. Hearst is still nursing his political ambition. An anti-Hearst paper replies that it will probably take careful nursing to pull it through the recent collapse.

At the Crown Lands sale at the Public Works Department yesterday Mr. A. M. Esabhor, through his agent, Mr. A. K. Ghossian, purchased Inland Lot No. 1727 for \$808. The annual rental of the lot is \$18.

A Russian report says the situation at Port Arthur is unfavourable to the Japanese, whose official reports are "very misleading." Unfortunately, this accusation comes with ill grace from a bad record.

Return of visitors to the City Hall Library and Museum for the week ending the 27th November, 1904, were 291 non-Chinese and 109 Chinese to the former, and 69 non-Chinese and 1,680 Chinese to the latter institution.

The *China Review* of November 14th hints plainly that the Japanese are circulating anti-foreign literature throughout North China. It is a most unlikely thing. The Japanese are too shrewd to waste time or money on works of supererogation.

The Japanese are said to be buying a quantity of "cynose" ponies from Canada and the "Wild West." These beasts are hard weight carriers, and forage for themselves. They are not for the Government stud farms, but for the winter campaign in Manchuria.

Chang Chen-hsuan, the wealthy Singapore merchant in Singapore who was recently appointed Commercial Superintendent of the Treaty Ports and Director-General of agriculture, mining and railways in Fokien and Canton, will start his work in Canton, as he is most familiar with that part. He will leave Peking after the birthday celebrations.

With the beginning of another week a fresh programme is arranged for the appreciative audience who still flock to Harcourt's Circus. Mr. Cooke's ability as a horseman is well known, and in his spectacular play, "Defending the Colours," he and the horse he has trained so well share the applause. The other performers are also very clever in their new roles.

The Tientsin A.D.C. performed three pieces last year, and at the annual meeting on November 11th, it was stated that the financial results were "Our Flat," proceeds \$1,273, expenses \$876.66. "The School-mistress," proceeds \$1,322, expenses \$1,236.16. "The Yeman of the Guard," proceeds \$2,568.00, expenses \$2,788.37. Notwithstanding the loss on the last, the members were in favour of another musical play.

Here is an idea which, if adopted by the Hongkong Street Tramway Co., should save them much trouble with their collectors. "Payment of tramway fares by means of celluloid discs about the size of a shilling has been introduced as an experiment in Manchester. A red disc, says the *Manchester Guardian*, represents a penny, and a blue one a halfpenny, and they are sold in packets of sixty at 5s. and 2s. 6d. It is expected that the "tokens" will be useful to employers who wish to send workmen or messengers some distance.

Failing to provoke England into war by destroying her shipping trade and murdering her fishermen, Russia is now twisting the Lion's tail by way of Afghanistan. In connection with the already reported trouble at Kashk, an American paper says: "The opinion prevails that the Russian troops deliberately sought the quarrel as a pretext for the sending of a larger number of troops into the little state of Afghanistan, thus forging ahead toward the borders of India, where Russian and English interests clash."

The latest suggestion for a place in the historic interport shooting match between Hongkong, Shanghai and Singapore comes from North Borneo! The *Singapore Free Press* says: Applications from Batavia, the Dindings, Siglap and Tangjong Rhu are expected shortly. Also Upper Tooting proposes to send a crew to join Oxford and Cambridge in their annual boat race. Which is about all the remark that need be made. Owing to foolishness somewhere or other a break was made by the inclusion, not at its own request, of an outside team. The result is that the blunder is showing its absurdity every year, and both in Hongkong and Shanghai there is a strong feeling that this blunder must not be allowed to continue.

TELEGRAMS.

GENERAL NEWS.

["DAILY PRESS" SERVICE.]

GERMAN ESTIMATES.

LONDON, 28th November.

The German estimates are as follows:—Expenditure, 112,078,045 marks; revenue, 97,262,389 marks; proposed loan, 14,652,888 marks.

FROST CONTINUES.

LONDON, 28th November.

The heavy frosts experienced in the North and Midlands during the last few days still continue.

THE WAR.

["DAILY PRESS" SERVICE.]

LORD LANSDOWNE'S WARNING.

LONDON, 28th November.

Lord Lansdowne has published a warning against supplying coal to the belligerents.

[REUTERS' SERVICE.]

THE RUSSIANS IN THE CANAL.

LONDON, 28th November.

Two battleships, three cruisers and nine transports of the Russian Baltic fleet anchored for the night in the Bitter Lakes. Seven destroyers are at Suez. While the squadron was passing the canal the men were stationed at the guns and torpedo-tubes. The anchorage at Suez was patrolled by Police.

THE CATHOLIC MISSION IN PEKING.

The Roman Catholic cathedral which until 1900 stood within the Shun-chih Gate was a magnificent structure, and its destruction by the Boxers was a very great loss to the Mission. A very large indemnity was claimed for it, and its reconstruction is now in hand. It is stated that in future the Mission intends to make an effort to reach the official classes, civil and military, instead of only the humbler classes who make so much trouble. The Government graduates of various degrees, and well-to-do families, may furnish converts who will do the cause credit, and future converts will be invited to furnish guarantors, and no offices of the church will be granted to those who cannot produce such. It is hoped by thus exercising great discretion in admitting new members to the church to avoid many of the complications which have continually arisen in the past. It is stated that the Catholic Bishop and the Chinese authorities will be jointly issuing a notice to this effect very shortly.

MANILA'S SEWER SYSTEM READY.

The annual report for the last fiscal year was marked by the announcement of the preparation of plans, survey and complete study of a new water system, this study having been accomplished by Mr. J. F. Case. At the end of this fiscal year the board announces the preparation of plans, surveys, and a complete study of a sewer system, accomplished by Mr. O. D. Ingalls, and the digested reports on both these systems by consulting engineer Fitzgerald, who was secured as an expert to examine and report with recommendations on these subjects.

The Hongkong Amateur Dramatic Society gave its final performance of "Dorothy" last evening to a very well filled house. Mrs. A. R. Fullerton and Mr. G. Lamont in the leading roles, were repeatedly encored. The chorus was much better this time.

A Chinaman was assaulted by three of his countrymen in a brawl at Yau-mat on Sunday night, and received a wound on the scalp evidently inflicted by a sharp instrument. His assailants have been arrested, and will probably appear before the Magistrate this morning.

The ball room at Austin Barracks was gaily decorated last night with flowers, greenery and bunting, the occasion being the farewell of the Sergeants of the Notts and Derbys to their comrades-in-arms in Hongkong. Over 200 invitations were issued, and were mostly accepted. Dancing, to the music of the 93rd Band, was merrily indulged in till an early hour this morning.

Yesterday, in Mr. Gompertz's Court, while a case was proceeding, and several policemen standing by, some Chinaman had the audacity to steal a European's hat, almost from under His Worship's nose. It would surely be hard to imagine a more cheeky theft than that; although it is on record that a Chinaman once marched into Court with a ladder, and stole the clock.

The Royal Engineers had a large audience at their theatre last night, when they presented a sketch "Ajax and Achilles," after which followed a series of variety turns. An original song by Mr. Ray, "The Shelter of the Union Jack," a song of Russia's firing on the Hull trawling fleet, was particularly well received. The programme concluded with the Sketch "Done on both Sides." The Tommies all seemed delighted with this performance throughout.

SUPREME COURT.

Monday, 28th November.

IN APPEAL THE JURISDICTION.

BEFORE THEIR HONOURS SIR H. S. BERKELEY (CHIEF JUSTICE), AND J. SERCOMBE SMITH (JUDGE).

TANG Tsz U, THE ATTORNEY-GENERAL.

A motion at the instance of Tang Tsz U in the case of Tang Tsz U against the Attorney-General came under consideration. The application was in respect of land claims in the New Territories, claim C. A. Survey District No. 4.

The Land Court found that, under the circumstances, the appellant not having reclaimed certain land, the Chinese Government could have cancelled the grant; and the British Government now were therefore entitled to do so. Tang Tsz U recently obtained leave to adduce further evidence, and the Crown brought other evidence in answer to this. The case was to have come on for hearing on Thursday last, but was postponed on account of an application from the Crown. The Crown put in a paper yesterday morning, which Tang Tsz U desired leave to answer, so as to be adjourned.

Mr. M. W. Slade, instructed by Mr. J. Harston, appeared for the appellant; Hon. E. H. Sharp, K.C. (Attorney-General) and Mr. H. E. Pollock, K.C., instructed by Mr. B. L. Bowley (Crown Solicitor), for the Crown.

Mr. Slade—I have to ask for an adjournment. The case was originally fixed for Thursday, and then adjourned till Friday. It was adjourned again till this morning by request of my learned friend. This morning an affidavit was filed in opposition to the motion, setting out facts which it is imperative for us to answer. I ask Your Lordships to let us have an adjournment to answer this matter in this matter in Canton.

Your Lordship knows that it takes time; there is always delay. I may say the other side have had a week, and we only ask for the same thing.

His Lordship—What you said was that a vicerey or provincial treasurer had written a letter to some consul, setting out his views. Why did not you give notice to produce the document if they have got it? If he wrote a letter in answer it only shows that if you had taken the trouble you could have got one also. I am not sure that we will let you give any more evidence.

Mr. Slade—This point is material or not material.

His Lordship—You must show us where it is material before we accept that. We think you had better deal with the whole question, and we will see if we are entitled to give you leave to bring further evidence.

Mr. Slade—I understand, my Lord, that you will not take into consideration the last affidavit.

The Hon. E. H. Sharp—I will not argue on this affidavit; I am not going to press it.

His Lordship—We must hear reasons why you should get more time to give further evidence. Twelve months have elapsed since your case came on before the Land Court. All this should have been in your possession to lay before the Land Court.

Mr. Slade replied that they had been pressed for time. Translations took a long time, and many documents not put in during the hearing had been translated. Mr. Slade proceeded to deal with the merits of the application.

His Lordship said that the application should have been made at the Land Court.

Mr. Slade said that the document in question was in the safe keeping of the provincial treasurer of Canton. They could not get the original document out of the yamen, but would bring an official to certify the copy. As a matter of fact, his learned friend had not denied that a copy of this document was in the possession of the Crown. Mr. Slade further said that the translations put in by the other side were not good ones; he could bring evidence to prove it.

His Lordship said that the Court was not bound to accept evidence, but the Court having evidence before it was at liberty to draw inferences on these facts. Why rely on the consuls in China? Justice Sercombe Smith had a knowledge of Chinese.

Mr. Slade did not think that Mr. Sercombe Smith would disdain such translations which he could produce.

His Lordship said that the land belonged to the Crown. If the appellant declared that he ought to have the land it was for him to get title deeds from the Government. If the Government recognises the claim it was bound by conscience to give title deeds or compensation. If he could prove that he ought to have a title granted the Government would give him one, or compensation. When the case had come before the Land Court, however, it was decided that he had no right to a title. The appellant said the Crown ought to grant them a title. If the court took that view the Government, by the ordinance, must take that view or give compensation. This claim, however, was not recognised by the Chinese Government, and need not now be recognised by the present Government unless it liked.

Mr. Slade said that if the Government withheld equitable title deeds they could sue the Government. The claim was allowed by the Land Court on condition that they were not bound by it.

His Lordship held that the land belonged to the Crown, which had the same rights as were previously held by the Chinese Government. Why did they not take occasion to enforce their equitable rights? Mr. Gompertz, who had given his decision in the Land Court, had stated his reasons.

Mr. Slade—The land is very valuable and that is why the Government wants it.

The Hon. E. H. Sharp said it was an application for leave to call further evidence in reply. It was not a case for evidence in reply; this

had already been allowed. At the Land Court they had put in evidence, and the Crown put in evidence to answer. This was a thorough hearing, lasting over a period of five months. Later an application was made to put in further evidence in reply to the Crown case, and this was granted on the condition that the Crown should have the opportunity to put in further evidence. And now the appellant wanted to put in further evidence which, if allowed, would be unheard of. Mr. Sharp opposed the motion on the ground that it was inadmissible.

After further remarks by Mr. Sharp, Mr. Pollock on the same side quoted legal authorities.

His Lordship the Chief Justice said—We think the application should be refused. We think the motion for leave to adduce further evidence in this case, should be dismissed. No precedent has been adduced to this Court for giving leave to adduce evidence in reply to affidavits filed in answer to other affidavits filed under the leave to produce further evidence. The rule is that each party shall in the first instance produce all the evidence he has.

This claim, among others, came before the Land Court, established under the Land Court Ordinance of 1900, with the definite object of settling titles to land in the New Territory. In that ordinance the Land Court was invested with the power to allow or disallow claims. In this particular case the claimants were represented by a solicitor. They knew what the court before which they were represented was empowered to deal. They knew that the court had power to allow their claim or disallow their claim. If the court allowed their claim it would report its allowance to the Government in order that a title might be given to the claimants. Now it would be clear to those representing the claimants that they ought to present to the Land Court their whole case and meet any objections on the part of any one opposing their claim. Now the proceedings of the Land Court have been leisurely in the extreme. It was established in 1900. The claimants before the court to-day it is to be supposed entered their claim at that time. Judgment was not delivered till February 1904. So the claimants had some four years after the time the court was established to enable them to make out and sustain their claim. The trial commenced in September 1903, and the trial, from time to time, occupied the Land Court till January 1904, when the case closed. The learned President of the Land Court delivered on the 18th February, 1904, the judgment now appealed against. According to the ordinance, a dissatisfied party has three months in which to appeal and, availing themselves fully of the time allowed, the claimants appealed, just within the time. They had thus had three months to look for and produce evidence which they ought to have had when the case was brought before the Land Court. In May 1904 the case came before this Court. After allowing two months to elapse the claimants applied and obtained on July 27th leave to produce further evidence. They have therefore had additional time since the 27th of July last to get evidence to supplement their case before the Land Court. Their case has been on and the same from first to last. They have presented voluminous evidence to support that case. They have been afforded two opportunities to bring forward further evidence. Now it is a principle that the Court should not permit evidence to be given in reply which should have been given in the first instance in support of a claim. The Court is averse to admitting further evidence which would not help us to make up our minds on the main issue involved.

Continuing the Chief Justice said—The principle with respect to the admission of further evidence in courts of first instance is much more strictly applied when you come to the court of appeal, where further evidence is not admitted except on special grounds; and you are not able to give us any special grounds here. I think the motion must be dismissed.

His Honour Mr. T. Sercombe Smith gave his views on the subject, agreeing with the Chief Justice.

FATAL TEAMWAY ACCIDENT.

Mr. H. H. J. Gompertz, sitting as Coroner, held an inquiry at the Magistrate's yesterday afternoon into the cause of death of an unknown Chinese woman, about 60 years of age, who was knocked down by a tram in Des Vœux Road on Wednesday, the 23rd inst. Messrs. C. L. G. Koch, J. F. Annett, and A. B. Moulder were the jury empanelled. Evidence was taken at length, and the assistant superintendent of the Government Civil Hospital, Dr. Leung, after a post-mortem examination, found that death had followed concussion of the brain. The only conflicting evidence was that of Mr. Byrie, a missionary from Kwang-su, and the motorman of the tram, the former stating that the speed of the car was from 10 to 15 miles an hour, while the latter said the tram was not travelling more than eight miles. In addressing the jury the Coroner said that if the tram were travelling at an illegal speed even if the woman did not get out of the way the mere fact of its travelling at an illegal speed would make it necessary for the motorman to clear himself from the charge of manslaughter. Mr. Byrie had given his evidence in a very clear manner, but as the jury had heard, he was a missionary and came from what we call the wilds. It was quite possible that he thought the car was travelling at a faster rate than it really was, as he stated that it had travelled at the same speed on several occasions. It was very unlikely that the tram would be travelling at this illegal speed, as it would soon be complained of, and the management were well aware of the penalties for travelling at a greater speed than that laid down in the Ordinance.

The jury, after a few moments' deliberation, brought in a verdict of accidental death.

POLICE COURT.

Monday, 28th November.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

ILLICIT OPIUM.

Four Chinese were charged with being in possession of raw and prepared opium and opium dress, contrary to the provisions of the Opium Ordinance. Mr. Hastings presided on behalf of the Opium Farmer and Mr. Stevenson (of Messrs. Deacon, Looker and Deacon) appeared for the defendants, whose defence was that the opium was samples. The charge of being in possession of raw opium was withdrawn. On the other charges His Worship said:—As regards the first defendant, he had nothing to do with the opium business, and there was no reason why he should be found in possession of opium. On the two charges of being in possession of prepared and dress opium he was fined \$30 or one month and \$6 or 14 days respectively. The second defendant was discharged; the third defendant, for being in possession of prepared opium, was fined \$1 and cautioned; the fourth defendant was fined \$1 on the charges of being in possession of prepared opium and opium dress.

SYNTHETICS IN THE LOCK-UP.

Five vagrants who were arrested on Saturday night, were charged with behaving in a disorderly manner at No. 7 Police Station. The spokesman of the party informed His Worship that the first man they had was beef and bread, which they had brought into the gaol. Tea, they had none. In the afternoon they had six small loaves between seven in the cell, and then the seven of them had a drink out of two small milk tins. They were so hungry that they had to send out for forty cents' worth of food—Inspector Collett drew the Magistrate's attention to the fact that the defendants had only ten cents between them, therefore they could not have sent for forty cents' worth of food. Further, they were not allowed tea in gaol, and their meat was cooked for them purely as an indulgence. The defendants were cautioned about creating a disturbance in gaol, and were sentenced to spend a term in the house of detention.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

ASSAULT.

A Portuguese resident was charged with assaulting a Chinese gardener in the public gardens. An Indian constable who arrested the defendant, was charged with assaulting him.

The story was that defendant's child had, in consequence of the absence of a privy, incurred the wrath of the gardener. The gardener—those men at the Gardens are most autocratic in their ways of discharging their duty—bullied the child, and kicked its hat which had fallen to the ground. The excited parent seized the gardener by the queue, to lead him to the Indian constable, who, however, saved him the trouble by rushing up and seizing the parent. In the struggle, the parent's coat was torn.

The defendant was fined \$5 for seizing the queue, and the Indian constable was ordered to pay him \$5 compensation for the torn coat.

A FORGED ORDER.

A Chinese youth of some 14 years was prevailed upon by a rogue to go into the Anglo-American store at Kowloon with a forged order for goods. He was arrested, and on appearing before His Worship was discharged.

MARINE MAGISTRATE'S COURT.

Monday, 28th November.

BEFORE MR. B. H. R. TAYLOR (ASSISTANT MARINE MAGISTRATE).

ARREST ON DUTY.

Wong Su, engineer of the Yaumatei ferry service launch *Kwong Hoi*, was charged with neglect of duty in the waters of this Colony, on the 21st inst. The owner of the *Kwong Hoi* stated that the launch was going from Yaumatei to Hongkong, and when nearing the Hongkong pier the engineer fell asleep, and consequently did not hear the bell ring the order to stop the engines. The steamer ran into the pier, and badly damaged her bows. The boiler was shifted in the impact, and the steam pipe sprung a leak.

After further evidence the defendant, who pleaded not guilty, was convicted. His certificate was suspended for six months.

"SILLY MIMICRY."

Professor H. J. Davenport, of the University of Chicago, has communicated the following striking words to the Press: All ostentation is waste, excepting so far as it brings with it the unworthy gratification of being admired or envied for one's possessions; just as the Indian carried his tale of scalp to his belt, but soothly the outlay is more than waste, for in washing our own share of product we at the same time make our neighbor's share poor and mean and inefficient. We robe ourselves and flick from him. The wealth of the rich casts shadows on the smaller store of the poor.

Because the rich in silly show waste what they can spare the poor in silly mimicry waste what they cannot spare.

THE MACAO BALL.

The Macao Bachelors' Ball was a great success. There were over a hundred ladies present, while the gentlemen were far more numerous. Several British naval officers, and Portuguese naval and military officers were present. The Macao Club was brilliantly decorated for the occasion. Two bands, a Portuguese military band and that of H.M.S. *Vengeance*, were in attendance. The Governor of Macao was represented by his private secretary. Dancing commenced at ten o'clock, and the company did not disperse till 5.30 a.m. Macao residents then went to mass before going to bed.

TRIBUTES TO THE LATE MR. JUSTICE LEACH.

The Supreme Court at Singapore sat on the 16th inst., according to the *Free Press*, to discuss the sad news of the death of Mr. Justice Leach, Sir Lionel Cox and Mr. Justice Leslie Thornton were on the Bench, and there was a full attendance of the Bar, including the Attorney-General, and the Solicitor-General.

The Chief Justice said: Mr. Attorney-General and gentlemen of the Bar, we have met here today as a result of the telegram received from London announcing the death of Mr. Justice Andrew John Leach, who was recently a Puisne Judge of this Court. I have no doubt the news was received by the Bar with the same sorrow as by the Bench. Mr. Leach was my colleague on this Bench for some seven years, a colleague whose co-operation was to a high degree valuable, and which brought about between us a close personal friendship. He was held in equally high esteem by the Bar and the public. When last year we heard that his health did not allow of his return to this Colony there was general regret. The many friends he had made here hoped that a change of climate might lead to his recovery and not a few looked forward to the pleasure, one day, of again meeting with their old friend Andrew Leach. I intimated yesterday to the Attorney-General my intention of alluding to the sad event this morning. The attendance of so many members of the Bar shows me that the entire profession join with the Bench in mourning the loss of a colleague and a friend.

The Attorney-General: I think I may say for myself personally and for every member of the Bar here present, that we truly appreciate and concur in the expressions which have been from your Lordship with regard to the loss we have sustained. Mr. Justice Leach was one of the most able judges here, and by his death we have sustained a considerable loss. By early association, by family tradition, and by his own great aptitude he was singularly fitted for the post which he occupied, and I think I may say any other judge in the colony might have been called upon to fill the shoes of the late Mr. Justice Leach. But the Bar here do not merely wish to fill the shoes of the late Mr. Justice Leach, but they wish to follow in his footsteps, and make the usual expressions as to his conduct on the Bench, or to the friendly professional intercourse between Bench and Bar. The Bar here who knew him personally have a much deeper feeling than that. They knew him as a friend of particularly sympathetic manner and of the utmost personal kindness. And I think it is seldom that any judge upon the Bench has held the position in the minds of the Bar that Mr. Leach did. Not only on the Bench but in the ordinary intercourse of life, in which he was a delightful companion; and in other matters, such as sport, he took part with an energy and keenness which was one of his characteristics, and in doing so made friends—not mere sporting friends, but friends in a real sense. We have therefore not only lost one of the greatest ornaments of the Bench, but we have lost a personal friend, one likely to have considerable influence on our minds. We have considered most deeply the loss we have sustained and you thank your Lordship for having given this opportunity of expressing our feelings and our sympathy for his wife and family. The expression we give to-day of our feeling is as sincere and deep as ever was expressed on such an occasion.

Mr. T. de M. Braddell, on behalf of the practising members of the Bar, had been desired to express their grief and sorrow at the death of Mr. Leach. The Attorney-General had fully expressed the feelings of everyone present, and they endorsed every word he had uttered.

The Court then rose.

THE STANDARD OIL COMPANY.

The Manila *Colossus* published the following telegram on the 20th inst.:—San Francisco, November 19.—President Roosevelt has ordered the interstate commerce commission to make a full and complete investigation into the business and methods of the Standard Oil Company.

Pursuant to promise, the President has evidently undertaken to disprove or establish the charges made against interstate commerce corporations, beginning with the greatest case of all, the Standard Oil Company.

The hands of the interstate commerce commission were recently strengthened to a vast extent by the decision in the *Standard Oil* case. The important point decided in that case was the right of the commission to have the books and accounts of the corporation, under investigation, produced in court for examination. As the contracts between the Standard Oil Company and the Standard Oil Company have a direct relation with the interstate carrying trade, they will be brought before the investigators for scrutiny.

The general drift of public sentiment in the United States has been decidedly hostile to the great corporation for more than two years. The feeling has been largely enhanced by the writings of Ida M. Tarbell and Thomas W. Lawson, who have been indefatigable in their efforts to secure proof of the illegal workings of the Standard Oil.

The President is evidently determined to give the greatest publicity consistent with the recent ruling of the United States court.

"THAT AWFUL OPIUM."

Under this heading, the *Peking Times* says: Among the many questions set down for discussion among the Powers "when the war is over," is that of England, and her opium trade. The International Reform Bureau of America, which is evidently a body constituted to set everybody else to rights, is preparing a magnificent campaign of attack on immoral England so soon as Russia and Japan give anyone else a chance to chip in. No doubt it is all very laudable and right, but it seems to us that the first thing to be done is to check China's own cultivation of the opium which is enabling the people to get their drug at a cheap rate and is, as a matter of fact, steadily driving the Indian drug out of the market, in spite of its superior quality.

A post-card which has been sent us puts the matter very pleasantly, but we cannot help the suggestion that if England could be lured into punishing her opium sales to China, the first thing we should hear of would be an opium corner in New York, and someone making a tall thing of it on the other side of the Atlantic. Opium is unquestionably a curse in China, but while English and American philanthropists are wringing their hands over the shocking and criminal traffic for which India is responsible, it would be much more to the purpose if they devoted their energies to the drink traffic converting every slum in New York, London and all their other teeming cities, into veritable halls beside which an opium den is almost paradise.

AN ALPHABET FOR MANDARIN.

FROM THE TIENTSIN OFFICIAL ORGAN.—The following is the report made by the Board of Education to H.E. the Viceroy on the proposed alphabet for mandarin compiled by Wang Chin-shan, a Government graduate of Wang Juan district, who petitions for its universal adoption. The Board reports:—We find that there are two great advantages in this alphabet, first, that it promises to be the means by which education may be extended to all classes; secondly, that it will prove of material assistance in the ultimate adoption of a uniform language.

Education in Japan has reached a very advanced stage, and upwards of 90 per cent. of the people know how to read. Even the small tradesmen and domestic servants can read books and newspapers. This has doubtless been brought about very much under Government compulsion, but it is also largely due to the simplification of the written language into a species of alphabet, and all the ordinary newspapers and many books have these simplified signs printed by the side of the Chinese character. Those of higher education read the latter and those of lesser education read the former.

In all the primary school books this simplified language is used, and the Chinese characters are introduced in the more advanced readers. Even the better educated do not disdain to sometimes refer to the Kana characters, while others are altogether dependent on it, and it makes ordinary reading and corresponding a pleasure instead of a task.

Now the alphabet, or simplified phonetic sign, compiled by the said graduate are somewhat similar to the Japanese Kana. The signs are of only one syllable, and in the opinion of the official, a child of five or six years of age, or a woman or child ought to be able to frame words and sentences with these characters.

In the 24th Article of the educational regulations it is mentioned that the languages of all other countries are uniform, and the people of any one country are thereby kept in harmony. This is achieved by a uniform alphabet being the foundation of study for all classes. In China each province has its own dialect, and even the people in one large province can hardly hold converse, as various districts have dialects that differ. Embarrassments therefore continually occur in business transactions. It is now proposed to make man the universal dialect of the Empire, and all the high provincial colleges and primary schools have special mandarin classes. The introduction of these phonetic signs would greatly facilitate the study of mandarin.

The Government graduate Wang Yi-hsing does not really understand this system, and at one time he strongly protested against it in a book called *Tung Yun Pien Meng*, or book on rhyming tones. It was well written, but it is a special work on rhyming and has really no connection with this method. He alludes to the varying tones of different provinces as a hindrance to this system, wherein he is at fault, as the system is only intended to be applied to the Peking tone and not to apply to all the various dialects of the Empire. It is the duty of the provinces to make their tones coincide with that of Peking and then we can get uniformity.

The adoption of this method is earnestly recommended in the primary schools, and the points to which the petitioners especially beg to call attention are the desirability of 1.—Establishing special public schools, 2.—Appointing special officials, 3.—To grant official funds, 4.—To provide funds for rewards.

All the above proposals are practicable and should be given a trial. Funds will be required for the publication of books and papers translated into this simplified type for the benefit of the poor.

In reply to the above proposals H.E. the Viceroy has stated that according to this report the new alphabet appears to be of great value to education, and the matter had better be laid before the Board of Education in Peking for full consideration and for the Imperial sanction. The original copy of the book with the regulations and the sample paper should be sent up too, and if the Board deems it favorable upon it, then the question of its adoption can be considered. The real interest of this simplified language or the phonetic tones was Wang Chao, not the man who is at present bringing it forward. Wang Chao was the reformer who in 1898 had the honor to send in a memorial suggesting that His Majesty the Emperor ought to travel, and the Emperor, who just then had been raised into a display of independence, dismissed the President and four officials of the Board of Rites for daring to suppress this document.

Two or three students have since devoted their attention to this phonetic printing, and the assistant editor of *Li-pai-pai* has published a book which has also been reported on; but though said to be very complete his system was found complicated in regard to pronunciation, and read quickly. The contention that foreign sounds can be phonetically represented in Chinese is disputed, and it is said that foreign words cannot be properly reproduced in this way. The system originally devised by Wang Chao and now presented by Wang Yi-hsing is the only one being approved.

Tientsin Times.

AN AMERICAN OPINION.

The United States is in the great commercial struggle to stay. The growing surplusage of products must find a market at home, and the most likely one at the present time is that of China. The success of Russia in the present struggle will certainly be inimical to the interests of all nations that have struggled to share the commercial promise of the Far East. The territory that comes under Russian domination will be withdrawn from exploitation. Not even the most venturesome would contemplate the invasion of Russian territory when casting about for business opportunity. The territory that Russia dominates in China will mean that Russia will supply the people with what they may purchase, and while it is difficult to say just what Japan would do in the event of complete success in the present struggle, it is evident that she will not be less generous than Russia. The presumption is in Japan's favor. Her labor day policy argues much for the correctness of the presumption that Chinese territory will not be appropriated to the extension of the merchant ships of the world.—*Manila Cablenews*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 28th at 11.50 a.m. The barometer has risen considerably in Japan and fallen moderately in China and London. The anticyclone has moved further eastward, but there is very little information from N. China regarding the depression following it. Fresh E. winds will prevail in the Formosa Channel and fresh E. to N.E. winds in the northern part of the China Sea. Forecast:—Fresh E. to N.E. winds, cloudy, fair generally.

THE "ALLANTON" CASE.

VESSEL AND CARGO TO BE RELEASED.

The Admiralty Council, sitting as Supreme Prize Court, assembled at the Admiralty at two o'clock on October 22nd to consider the decision of the Vladivostok Prize Court with regard to the seized British steamer *Allanton*. Admiral Avellan presided, and the other members of the Council included four Admirals, Professor Martens, representing the Foreign Office, Senators Tiesenhansen and Grave, and Mr. Worsley British Consul.

Present among those in Court were Lieut. Petroff, of the *Ross*, who brought the *Allanton* to Vladivostok, Mr. Rea, the owner, and Captain Motyer, of the *Allanton*. One of the Vladivostok judges also attended.

M. Shettel, of the Russian Bar, on behalf of Mr. William R. Rea, of the firm of Paterson and Simons, presented the case of the *Allanton* and her cargo. He dwelt successively on the two principal considerations on which the judgment of the Vladivostok Court had been based. First, the *Allanton* on her first voyage conveyed, with the knowledge of the owner, to an enemy's port, Sasebo, during war, a full cargo of contraband. Secondly, touching the *Allanton's* second voyage, in the course of which she was seized with her cargo of coal, embarked from Muroran for conveyance to Singapore, certain circumstances to which reference is made in the judgment, of both the *Allanton* and her cargo was not Singapore, but some Japanese or Korean port, or even the fleet of the enemy cruising at sea.

M. Shettel argued that the first consideration was in no wise acceptable as constituting a sound plea for confiscating the ship as a lawful prize. The majority of authorities on international law held indubitably that a vessel which succeeded in conveying contraband to a hostile port and was captured, not while it was engaged in doing so, but subsequently on the return voyage, was not liable to confiscation. He quoted several leading authorities, including Professor Despagne, Professor Franz von Liszt, and Professor de Martens. The last named, in his work "Contemporary International Law among Civilized Nations," positively asserted that, "in order that the seizure of a neutral vessel for conveying contraband should be lawful, it is necessary that the neutral vessel in question should be caught in flagrante delicto. Capture subsequent to the discharge of the unlawful cargo is not justifiable in law." M. Shettel urged further that any possible dispute on the subject was precluded by the regulations of March 27th, 1890, regarding maritime prizes, since it was therein declared that "mercantile vessels of neutral nationality are liable to be confiscated as contraband in the act of conveying contraband to the enemy or to an enemy's port."

Proceeding to refer to the commentary of the Procurator of the Vladivostok Court, who alleged an improper attitude on the part of the owner of the *Allanton* towards the obligations of neutrality, M. Shettel pointed out that the charter-party under which the *Allanton* was conveyed to Hongkong or Sasebo was concluded over a month before the outbreak of the war, and in this connection the conference of the Institute of International Law held at Venice in 1896 laid down the principle that the carriage of contraband commenced before the declaration of war and without the necessary knowledge of its imminence was not punishable. M. Shettel also pointed out that the loading and unloading of the *Allanton* from the *Regency*, another of his steamers, was completed before the publication of the Russian rules according to which coal was declared to be contraband. With a view to disproving the allegation of the owner's hostility to Russia, M. Shettel showed that the *Regency*, another of his steamers, was chartered before the declaration of war, in circumstances exactly analogous to the case of the *Allanton*, to convey a cargo of Cardiff coal to Port Arthur and Vladivostok. This coal had been actually conveyed to and discharged at Vladivostok when war was already declared.

M. Shettel dealt at great length with the second consideration which had influenced the Vladivostok Court. He pointed out that the confiscation of the cargo of a ship belonging to the subject of a neutral Power, and still more that of the ship itself, was inadmissible on mere suspicion or on the inference that the vessel was actually proceeding to some port other than that mentioned in her papers. The statutory or false nature of her papers, he maintained, he positively and incontrovertibly proved before the cargo could be declared to be contraband and the ship and cargo could be liable to confiscation. M. Shettel did not think that any reliance was to be placed on the argument elaborately developed in the commentary in the petition for appeal, regarding the arbitrary interpretation of the principles of international law by other nations or by Great Britain for that.

If such arbitrary interpretations were found to be practised in the present or in the future, then there could be no doubt that Russia was able to insist that such action should be powerless to prejudice the interests of herself or her subjects. The task before the Court in the present case must be more circumscribed, and more clear—namely, to apply the statutes of the law recognized in contemporary international dealings, more particularly those sanctioned by Russian legislation, to the facts of the case, and to decide whether the papers had the authority of perfectly genuine proofs regarding the destination of the ships to which they belonged, and the nature of the cargo on board of her.

M. Shettel next submitted a large number of documents showing that the *Allanton*, on her departure from Muroran, was actually cleared for Singapore, whence after a specified time had elapsed she was to proceed to Calcutta, there to load a cargo of coal for Karachi. At the latter port the *Allanton* was to embark a cargo of cotton and seeds and proceed without delay through the Suez Canal to Port Said or Europe. The documents submitted included correspondence between the owners and the captain, letters and telegrams between the firms concerned regarding the chartering of the *Allanton* to convey cargo of coal from Muroran to Singapore, the charter-parties and freight contracts, and a contract concluded in Yokohama in December, 1903, for the delivery by a Japanese firm to Messrs. Paterson and Simons, of Singapore, of 55,000 tons of coal during 1904. Of this amount 23,500 tons had been shipped before the *Allanton* was seized.

Turning to the question of the ownership of the cargo found on board the *Allanton* at the time of the seizure, M. Shettel argued that, inasmuch as the bill of lading, which had been seen and despatched by the Japanese firm, gave Messrs. Paterson and Simons the right to dispose of the cargo and accept delivery thereof as soon as the ship arrived at its port, it must be concluded that this central firm must be conclusively interested in the cargo, and was not only the owner of it, apart from the obligation to settle accounts with the shipper. In any case, it should be borne in mind that, in virtue of the Declaration of Paris of April 27, 1856, and Article II. of the Marine Prize Regulations sanctioned by the Treaty of March 27, 1895, a neutral flag covers an enemy's cargo, provided it is not contraband.

M. Shettel submitted a letter from the American Embassy in London and a memorandum from the Immigration Bureau at

XMAS CARDS.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE)

Hongkong, 28th November, 1904.

Washington showing that the Court was wrong in holding that a passport or certificate regarding the complete military service was required from Japanese subjects on their arrival in the United States. The conclusion of the Court that the absence of such documents in the case of the Japanese youth on board the *Allanton*, who avowed he was going to America, constituted a suspicious circumstance was, therefore, quite unwarranted. Subsequent proceedings were almost purely formal, and began with the recital of all the circumstances of the case by the secretary of the Court. The acting Procurator of the Admiralty then addressed the Court to the effect that, after thoroughly weighing the evidence, although some questions were involved, the detestable condemnation of the *Allanton* and her cargo could not be upheld. At the same time, the circumstances were such as to justify the arrest of the ship. This latter contention was controverted by M. Shettel.

After some questions from the Judges touching upon the ownership of the cargo and a few other points, the Court was cleared while the Council considered their judgment. As soon as a half an hour after a mutual Avellan announced the decision of the Court to release the ship. The question of damages was not raised, but a claim will be presented later through the proper channels.—*Times*.

A REFUSAL TO CONVEY AMERICAN MAILS.

Dodwell and Co. have refused, reports the *Manila Cablenews*, to allow ships of which they are agents to carry the United States mails during the remainder of the Russo-Japanese war on account of the seizure of the mails on the steamer *Calchas*, which sailed from Tacoma early in July. The telegraphic notification protested against the seizure as an outrage against America and asked what action probably would be taken by the government. The withdrawal of the steamers operated by the company will not cause any material difference in the despatch of the mails to the Orient. Mails were despatched by them once a month, and such mail as would have been forwarded by them will be diverted to other lines.

Following is the telegram to the State department at Washington:—

"Following cable just received from Alfred Holt and Co. of Liverpool, owners of the British steamer *Calchas*, which vessel was seized by Russian Vladivostok squadron off the Japanese coast about July 23:—

"*Calchas* release appealed against by Russian crown advocates because among mail matter was financial information addressed to Japan officials containing information of value to the enemy. We give definite instructions to notify post office department that we refuse to carry any mail for Japan during the duration of the war."

"The *Calchas* is one of the regular liners operating between Puget Sound, London and Liverpool, via Japanese waters and the Suez Canal. She was on her regular voyage and her cargo contained no contraband. Understand the Russian crown advocates bases his appeal against release on the fact that the United States mail carried by *Calchas* contained information for Japanese authorities. Hope United States will take immediate action against detention and confiscation of the *Calchas* on account of carrying United States mails. This is certainly an outrage against the United States that should not be allowed to pass. Please be notified that during the duration of the war we must decline to carry United States mails for Japan. Kindly advise what action will probably be taken by department."

Postmaster General Wynne later consulted with the President regarding the matter. The matter was referred to the state department, which may enter into correspondence with the Russian government to ascertain the facts in the latter's possession.

ANTI-FOREIGN AGITATION IN NORTH CHINA.

The *Peking and Tientsin Times* gives prominence to the following translation of a placard that is being posted in various parts of North China.

Heaven has sent his Lordship "Lung-ch'an," To act on Heaven's behalf Before very long. He comes in command of the Heavenly troops.

Fear not the smokeless guns, And fear not the bursting cannon shells. Have the stinking "Ta-tzu" or Tartars slaughtered, And have the foreign devils' religion exterminated.

Notify you the people, Must all be aware of this. If you want to protect your lives, Must worship the "Hung-chiao" religion as soon as possible.

In the original, says our contemporary, this is in rhymed verse, "which makes it the worse because more easily learned and more widely known."

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 27th Nov. at noon, with the outward English mails, and is due here on the 3rd Dec. about 8 a.m.

The I.G.M. steamer *Seydlitz*, carrying the German mails with dates from Berlin of the 8th Nov., left Colombo on Sunday, a.m., and may be expected here on Thursday, the 8th Dec.

The I.G.M. steamer *Prinz Bittel Friedrich*, which left on the 24th Nov. at 11 a.m., arrived at Shanghai on Sunday at 1 a.m.

The I.G.M. steamer *Prinz Regent Luitpold*, which left here on Wednesday at 3 p.m., arrived at Singapore on Sunday at 2 p.m.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 8th Nov. via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning, and is due here on the 9th Dec.

The P.M. steamer *Korea*, which left hence 29th Oct. for San Francisco via Shanghai, &c., arrived at her destination on the 25th Nov. The C.P.R. steamer *Empress of India* left Yokohama on Friday, the 25th Nov. p.m., for Victoria and Vancouver.

The C.P.R. steamer *Tartar* arrived at Vancouver at 3.30 p.m. on Sunday, the 27th Nov. The C.M. steamer *Kintuck*, from London, &c., left Singapore on the 25th Nov., and is due here on the 3rd Dec.



BURGUNDIES

DURING the Change of Seasons FULL-BODIED, STRENGTHENING WINES are needed.

	1 doz. Bottles.	2 doz. Bottles.
NUITS	\$16.00	\$19.00
MACON	17.00	19.00
BEAUNE	22.00	24.00
VOLNAY	27.00	—
POMMARD, "Superior"	32.00	34.00
CHAMBERTIN	39.00	—
CALIFORNIA	13.50	15.50
SPARKLING RED	33.00	35.00

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON

PIANO Co. LD.

THERE IS NO REASON

WHY ANYONE SHOULD BE WITHOUT

AN

"APOLLO"

MASTER PIANO PLAYER

WE OFFER METHODS OF

SECURING ONE.

YOU MAY ACQUIRE BY PAYING

\$100 Cash

AND 12 PAYMENTS OF

\$27.50 each

YOU MAY BUY AT

10% DISCOUNT FOR CASH.

YOU MAY HIRE

BY THE QUARTER.

ENTIRELY NEW STOCK OF

IMPORTED

PIANOS

OF THE HIGHEST QUALITY,

PERSONALLY SELECTED.

NO SUCH A ONE HAS EVER BEEN

SEEN IN HONGKONG BEFORE.

HOME PRICES

Hongkong, 28th November, 1904. (2150)

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS,

31, Queen's Road Central.

Hongkong, 19th October, 1904.

[3]

NOTICES.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Libert.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.
NO. 21, MOSQUE JUNCTION, from 1st January, 1905.
For Particulars, apply to—
DARTY & CO.
Hongkong, 29th November, 1904. [2774]

LOST.
ON Pokfulam Road, between Decker's Battery and Dairy Farm. One Lady's GOLD WATCH with Monogram on Back "A.F.S.S." Finder will be suitably rewarded.
Apply to—
"ANTHONY."
Care of Daily Press Office.
Hongkong, 29th November, 1904. [2775]

BUTTERFLIES.
ADVERTISER wishes to buy J. H. LEECH'S BOOK ON CHINESE BUTTERFLIES, &c., also cabinet or apparatus. Address—
"CONFIDENCE."
Care of Daily Press Office.
Hongkong, 29th November, 1904. [2776]

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction, on
THURSDAY,
the 1st DECEMBER, 1904, at 11 A.M., at his SALES ROOMS, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE.
On View from Wednesday, the 30th November.
TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 29th November, 1904. [2777]

OCEAN STEAMSHIP COMPANY, LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"KEEMUN,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at the consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 2nd prox.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered at the 2nd prox., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th November, 1904. [10-11]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamer
"ARMENIA,"
Captain Fort, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the Godown.
Optional Cargo will be forwarded unless notice to the contrary is given before To-day, the 28th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th December, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th December, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th November, 1904. [2773]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADEREPORT
is now ready and contains:—
Epitome of the Week's News.
Leading Articles:—
Registration of Chinese Partnerships.
In Praise of H. E. Chou fu.
The Political Aspects of Religion.
The Anglo-Russian Impasse.
Historical Evidence.
Chinese Pedigrees.
La Liberté.
Hongkong Jottings.
Supreme Court.
Canton.
Education in Canton.
Peking.
Macao.
New Hotel for Kowloon.
Hongkong Odd Volumes Society.
Hongkong Amateur Dramatic Society.
The Smoking Concert.
Death of an Old American Naval Officer.
China Traders Insurance Co.
Famous Inventor in Hongkong.
An Interesting Wedding.
A Very Modern Ship.
Death of Mr. Justice Leach.
West Kents Arrive.
Fires at Hongkong.
Oxford Local Examinations.
Canton-Hankow Railway.
China and Portugal.
Correspondence.
Hongkong.
The Far East.
Trade Items.
Subscription, \$12 per Annum, payable in advance, postage \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 26th November, 1904.

NNW ADVERTISEMENTS

NIPPON YUSEN KAISHA.

FOR NAGASAKI, MOJI, KOBE AND YOKOHAMA.

THE China Mutual Steamship
"KINTUCK,"
will be despatched for the above ports on TUESDAY, the 8th December, at DAYLIGHT.
For Freight, apply to
A. S. MIHARA,
Agent.
Hongkong, 29th November, 1904. [2778]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SOCOTRA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by this steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. Mongolia.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day, the 29th inst.
Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 28th November, 1904. [1]

LOST-DUG.

JAPANESE PUG (male, Five Months Old; White-Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given if returned to—
Mrs. C. W. CLARK,
No. 3, Ripon Terrace,
Hongkong.
Hongkong, 15th November, 1904. [2634]

SITUATION WANTED.

SITUATION as NURSE, for One Child.
Apply—
A. B. C.,
Care of Daily Press Office.
Hongkong, 24th November, 1904. [2750]

WANTED.

AN ASSISTANT MISTRESS for the
Kowloon School. Salary \$80 per mensem. Application should be made to the EDUCATION DEPARTMENT.
Hongkong, 24th November, 1904. [2740]

WANTED.

LADY and Gentleman want to SHARE
HALF HOUSE in Victoria or Kowloon or take Rooms with separate use of Kitchen. Exchange of references required.
Apply to—
G.,
Care of Daily Press Office.
Hongkong, 26th November, 1904. [2771]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND
LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st December, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th November, 1904. [2752]

NOTICE.

THE NGAI LUM AND COMPANY carrying
on Business at Yuen Chung Street, Yuenai, in the Colony of Hongkong, as Brass and Iron Moulders.

THE Business of the NGAI LUM AND COMPANY
hitherto carried on at Yuen Chung Street, Yuenai, in the Colony of Hongkong, is being wound up. All persons having claims against the above-named NGAI LUM AND COMPANY are requested to send a statement of their claims to the undersigned on or before the 30th November, 1904.
GEO. K. HALL BRUTON,
Solicitor.
Nos. 38 & 41, Des Vaux Road.
Hongkong, 24th November, 1904. [2743]

NOTICE.

THE Undersigned, having never borrowed
money or stood security for any person, will NOT be RESPONSIBLE for any Debt or Security Contracted by any of their employees. All orders for Goods must be Chopped with the Chop of the Firm.
HOUNG CHEUNG & CO.,
Tailors and Drapers.
No. 60-62, Queen's Road Central.
Hongkong, 24th November, 1904. [2742]

NOTICE.

THE Undersigned gives notice that on the
1st December, 1904, they will establish an OFFICE FOR THE REGISTRATION OF SERVANTS and hope the Public will give the kind support.
KWONG TACK CO.,
5, Chin Long Street,
next to Messrs. Lane, Crawford & Co.
Hongkong, 24th November, 1904. [2741]

NOTICE.

THE Undersigned begs to inform the
Public of Hongkong that PENSION FRANCAISE, 49, Pottinger Street, will be opened on 1st December, and she respectfully solicits them to give a trial of her Cuisine, which will be under her personal supervision.
Terms Moderate.
MADAME GUIOU.
Hongkong, 28th November, 1904. [2780]

NOTICE.

THE Undersigned has REMOVED his
OFFICES this Day to No. 7, QUEEN'S ROAD CENTRAL (over the Deutsch Asiatische Bank).
(Sd.) W. DANBY, M.I.C.E.
Hongkong, 26th November, 1904. [2768]

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND
ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.
LOCATION: CAUSWAY BAY, NEAR POLO GROUND.

TO-NIGHT! MORE CHANGES. MORE CHANGES.
THE FAMOUS ZULU WAR EPISODE
"DEFENDING THE COLOURS."
By John Welby Cooke.
Introducing the Highly Trained Mare "Black Bess."

TO-NIGHT! TO-NIGHT!!
WYNDHAM'S MARVELLOUS JUMP
OVER THE DINING TABLE.
TO-NIGHT! TO-NIGHT!!
CAPT. LINDO WILL ENTER THE DEN
OF THE FOREST-BRED NUBIAN
LIONS.

FRIDAY NIGHT, 2ND DECEMBER.
FIRST AMATEUR RIDING CONTEST.
A Handsome Trophy will be presented to the Competitor making the best attempt standing on his feet on a pad three times round the ring aided by the Mechanic. Limited to Six entries.

NEXT MATINEE WEDNESDAY
AFTERNOON, 30th NOVEMBER.
Doors Open 3 o'clock. Commences 4 o'clock.
Children Half Price to Matinees only.

PRICES OF ADMISSION.
\$3, \$2, \$1, and 50 cents (for Chinese Only).
N.B.—The Menagerie will be shown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

ADMISSION 20 CENTS.
At the Afternoon and Evening Performances One Ticket admits to all.
N.B.—The Electric Tramway Co. will run special Cars before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE,
Proprietress.

ROBERT LOVE, Manager.
R. ALTON & A. LEONARD, Agents.
Hongkong, 28th November, 1904. [2768]

HONGKONG JOCKEY CLUB.

NOTICE.

A RACE will be run on SATURDAY, the
3rd December, 1904, at 7.30 A.M., as follows:
St. Andrew's Stakes.—Open to Subscription Grifins of this Season only. Catch Weights over 10 stone 10 lbs. Native Riders allowed. Distance Half a Mile.
Entrance \$5. Post Entries.
By Order.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th November, 1904. [2770]

DON'T FAIL TO SEE!!!
THE EXHIBITION OF JAPANESE PHOTOGRAPHY,
BY
K. TAMAMURA,
PHOTOGRAPHER OF YOKOHAMA,
From 9 a.m. to 6 p.m. Daily, until the 29th inst. At ROOMS No. 2, 3, & 4, FIRST FLOOR of No. 34, Queen's Road Central, opposite Post Office (formerly occupied by W. Powell & Co., Ltd.).
GREATLY REDUCED PRICES FOR PHOTOGRAPHIC VIEWS.

COLOURED LANTERN SLIDES.
Xmas and Post Cards also on View. He will also undertake any Local COMMISSIONS FOR PORTRAITS OR OTHER PHOTOGRAPHIC WORK which will be executed in the Firm's well-known Artistic Manner.
Enlargements a Speciality.
Hongkong, 28th November, 1904. [2726]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZE'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1904. [245]

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoi, 3rd December, 1903. [51]

AUCTION

PUBLIC AUCTION.

To be Sold by Order of the Executor of the
will of W. STUART HARRISON, Deceased, on
WEDNESDAY,
the 7th day of DECEMBER, 1904, at 3 P.M., at their SALES ROOMS, Ice House Street,
by
Messrs. HUGHES & HOUGH,
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY,
situate at MOUNT GOUGH, the Peak,
Hongkong, in Two Lots.
Lot 1.—The Valuable Leasehold Messuage and premises known as "CHELTONDALE," situate partly on and section 1 of section C and section G of Rural Building Lot No. 9, held for the residue of a term of 75 years created by the Crown Lease thereof and partly on section A of Island Lot No. 1,376, which is held upon a yearly tenancy from the Crown. Crown Rent \$1.
The premises are let upon a two years agreement from the 1st day of July, 1904, terminable upon six months notice but only if the purchaser wishes to occupy the premises.
Lot 2.—The Valuable Leasehold Messuage and premises known as No. 7 STEWART TERRACE, situate upon the Remaining Portion of Section C of Rural Building Lot No. 9, which is held for the residue of a term of 75 years created by the Crown Lease thereof. Crown Rent \$3.35.
Possession will be given on or before the 1st day of January, 1905.
For Further Particulars, apply to—
Messrs. HUGHES & HOUGH, Auctioneers, or to
DENNIS & BOWLEY,
Supreme Court House,
Solicitors for the Executor.
Hongkong, 26th November, 1904. [2765]

PUBLIC COMPANIES

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY-EIGHTH ORDINARY
MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the Forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.
By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.
Hongkong, 15th November, 1904. [2638]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th October, 1904. [2475]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the Year 1904 of Fifty cents per Share on the Shares numbered 1—60,000 inclusive will be Payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Offices. The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.
The Register of Shares will be CLOSED on SATURDAY, the 19th instant, until SATURDAY, the 26th instant both days inclusive, during which period no Transfer of Shares will be effected.
JOHN D. HUMPHREYS & CO.,
General Managers.
Hongkong, 11th November, 1904. [2676]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a
Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Vaux Road, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st November, 1904. [2573]

FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Orquest Ground near to above.
For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE
INROS, LACQUEE, and PORCELAIN.
LOCK HING,
Queen's Road Central.
Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG"
Length 142 feet.
Breadth 23 feet.
Draft 6 feet.
Registered 286 tons. Built of Steel and Furnished with Electric Light.
"PAK KONG."
Length 160 feet.
Breadth 22 feet.
Draft 8 feet.
Registered 300 tons. Built of Teak Wood.
For further particulars, apply to—
42, WING LOK STREET,
Hongkong.
Hongkong, 1st November, 1904. [2572]

ENGINES AND BOILERS FOR SALE

THE Undersigned have for Sale on moderate
terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for sea-going steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 185, Wing Lok Street, or the U WO TAI Shop, No. 119, Des Vaux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.
THE TAI LEE COMPANY.
Hongkong, 31st October, 1904. [2560]

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises,
No. 49, Des Vaux Road Central the Undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.
LI KWONG LOONG,
No. 1, Wyndham Street,
Behind the Old Hongkong Club Building.
Hongkong, 22nd November, 1904. [2729]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agencies:—
CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YAK, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1837]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road
Hongkong, 18th June, 1903.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [20]

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Kobe, Taiwan
Anping, Nagasaki, Tamsui
Fouchow, Osaka, Tokio
Keelung, Shanghai, Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
S. SHIGENAGA, Manager.
Hongkong, 1st November, 1904. [2579]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months 4 1/2 %
" 6 " 3 1/2 %
" 3 " 3 %
" 1 " 2 1/2 %
EVAN ORMISTON,
Manager.
Hongkong, 23rd May, 1903. [22]

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits,
Gold \$7,897,391.30—about £1,625,000.
Capital and Surplus authorised,
Gold \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THE NEEDLE HOUSE, E.C.

Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, PANAMA, MANILA, CEBU, SHANGHAI, SINGAPORE, PENANG, YOKOHAMA, KOBE, BOMBAY, CALCUTTA, CANTON, and Agents all over the World.

London and Continental Bankers:—
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
CREDIT LYONNAIS, DEESDNER BANK.
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description
of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VEAUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 25th July, 1904. [1801]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
STERLING RESERVE \$10,000,000
SILVER RESERVE 7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson,
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1904. [119]

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

WINE AND SPIRIT MERCHANTS. HONGKONG.

WILL OPEN THEIR OFFICE ON THE 1st OF
DECEMBER, AT

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR

(W. POWELL & Co.'s OLD PREMISES).

TO LET

TO LET

N. O. 16, HOLLYWOOD ROAD (8 Rooms)
(with Kitchen, Bathrooms, and Servants' quarters)
Apply to—

H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

HONGKONG CLUB.

TO LET

A SUITE OF TWO ROOMS, on the
Ground Floor of the Annex, suitable for
Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET

THE whole of the SECOND FLOOR of
No. 34, QUEEN'S ROAD CENTRAL
(opposite the General Post Office). Rooms are
light, spacious and well ventilated, 13 in
number, beside Kitchen, Pantry, Bathrooms,
and Servants' Quarters, &c., at a very moderate
rent. Immediate Possession.
Apply to—

WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central,
Hongkong, 17th November, 1904. [2700]

TO LET

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET

N. O. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG
ROAD, facing Race-course.
FLATS in MORRISON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLACK PIER).
GO DOWNS; PRAYA EAST.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th June, 1904. [175]

TO LET

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen, Ser-
vants' Quarters, Bathrooms, Hot and Cold
Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1177]

TO LET

THREE FIRST-CLASS SHOPS,
European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rentals.
Apply to—

HUMPHREYS' ESTATE &
FINANCE CO., LD.
Hongkong, 27th June, 1904. [2350]

TO LET

BANGOUR (PEARL).
THE EYRIE (PEARL).
ONE HOUSE on the LOWER TERRACE
of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11 & 13.
BEACONSFIELD ARCADE, No. 14.
1st Floor.
BUNGALOW (Furnished), at New Terri-
tory, Kowloon, 4 Rooms, low rental.
Apply to—

LINSTEAD & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET

N. O. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

ONE LARGE GODOWN, No. 112A, Praya
East.
Possession from 1st January, 1905.
Apply to—
D. DORABJEE,
King Edward Hotel,
Hongkong, 25th December, 1904. [2751]

TO LET

TWO ROOMS, on the First Floor of
Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

SCIENTIFIC MISCELLANY.

THE EARTH'S EMANATION—NEBULE AS STAR
COLLECTORS—NEARING THE SUNSPOT MAXI-
MUM—A PANTING LAKE—STABILIZATION
AND DIGESTION—EVAPORATION OF EGGS—
NOT A DEASTLY PRACTICE—A PEEK—AN
ACCURATE CLOCK—A RISING SEA.

In a new apparatus for measuring the radio-
activity of soils and mud, Elster and Geitel note
the increase in the conductivity of a constant
volume of air exposed in a metal cylinder to the
action of the radio-active material. The indica-
tions are given by a modified form of Exner's
electroscope, in which the leaves are insulated
by amber and a dry atmosphere is produced by
metallic sodium. Measurements of the effect
and decay of mud from the hot springs of Bat-
taglia tend to show that its activity is due solely
to radium. The same investigators offer the
theory that the conductivity of the atmosphere
is largely or entirely due to a radio-active emanation
from the earth's crust, and mention that
the conductivity of the air of closed cellars and
deep holes is often fifty times as great as that
of normal air.

The study of great nebulae, like that of Orion,
has been made easier since the use of short-focus
objectives for photographing the stars. M. Max
Wolf shows that the photographs bring out in a
remarkable way a fact that Herschel had
pointed out—that the great nebulae are surround-
ed by nearly empty spaces that form verita-
ble stellar deserts. M. Wolf finds that the
empty space lies on only one side of the nebula.
A few rare and brilliant stars are to be seen,
but all smaller ones seem to have been grouped
round the nebula. The nebula of Andromeda
and the spiral nebula do not follow the rule,
apparently forming another class.

Solar activity is rapidly increasing, 6 in-
dependent sunspots having been counted by
Prof. Stenzel, of Berlin, in 1901, 7 in 1902,
36 in 1903, and 72 in 1904 up to Aug. 28th.
On the date mentioned, one enormous group
had a total length of 89,489 miles.

For two years an exhaustive monograph on a
typical lake of Italy has been in course of pre-
paration by the Italian Geographical Society.
The picturesque Lake of Bolsena, within easy
reach from Rome, was selected for the purpose,
and the studies include the geographical and
geological features, the rainfall and temperature
and seasonal variations, the changes of level,
the seiches or rhythmic pulsations of the
surface, and the life forms. The seiches con-
stitute one of the most interesting of the
phenomena. These have a regular period of
twelve or fifteen minutes, the rise of the water
on occasions reaching a foot, and the oscillations
are often so marked that the natives speak of
the lake as panting. They are more conspicu-
ous at Bolsena than on the opposite side of the
lake at Bracciano, a rise of seven inches at
the former being correlated with one of four
inches at the latter.

There are bacteria and bacteria. Dr. Char-
rin, a French physiologist, has been experi-
menting upon rabbits with various vegetables
sterilized by the most approved processes, and
he has shown that it is erroneous to declare
that the less bacteria there are in our daily
food the better. What is required is to weed
out the harmful organisms from the beneficial
kinds. The rabbits fed on sterilized food soon
died from maladies set up by non-assimilation
of the vegetables, but other rabbits flourished
on similar sterilized vegetables that had been
afterward treated with suitable bacteria.

That eggs decrease in weight during incuba-
tion has been proven by careful weighings by
Mr. H. S. Gladstone. The average loss of a
pigeon's egg from the first to the twenty-first
day was found to be 2 drams 12 grains, and one
egg which weighed 17 drams 19 grains when
laid had become reduced to 13 drams 10 grains
on the twenty-third day.

The average annual rainfall of the British
Isles is 39.5 inches, but 53 inches fell in 1872,
51 in 1877, and 52 in 1903.

Cannibalism appears to be unknown among the
lower animals in a state of nature. In India
some instances of snakes devouring one another
have been collected, but it has been pointed out
that in every case cited the snakes were of different
species. This, it is declared, is no more an
act of cannibalism than the devouring of a field-
mouse by a rat. Unquestionable cannibalism
was noted some years ago in a London men-
agerie, when a python ate another of its own
kind, but this was under the unnatural condi-
tions imposed by life in captivity.

The black leopard has been regarded by many
as a distinct species. A naturalist in India,
however, reports having recently found a pair of
leopard-cubs, one of which was black while
the other was of the ordinary colour, thus
proving that the black colour is simply an
instance of melanism. This tendency to black-
ness, it is stated, is most marked in hot, moist
climates.

The world's best timepiece, an electric clock
in the basement of the Berlin Observatory, was
installed by Prof. Foerster in 1865, and has

often run two or three months with an average
daily deviation of only fifteen one-thousandths
of a second. To improve even this marvellous
performance, the astronomers in charge are
arranging to place the air-tight glass case in
an underground vault, securing freedom from
changes of temperature and air pressure.

French engineers have convinced themselves
that the Mediterranean has risen at least nine
feet in about 2,000 years. The conclusion is
based on the evidence of a submerged bridge
3,000 feet long that formerly joined Leuade to
the mainland, a submerged mole in the bay of
Amphissa at Itea, and a submerged dock at
Rheneia. These works all seem to date from
the Roman period.

WESTERN RELATIONS TO THE FAR EAST.

The London Positivist Society held an open
conference on Sunday night at Essex-hall to
consider the attitude of the West to the Far
East.

Mr. S. H. SWINNEY, president of the society,
who occupied the chair, said that his sympathies
were with Japan, and he believed that the one
great chance of saving China from the exploita-
tion of Western nations lay in her success.

Sir HENRY COTTON said that there were
two Russias, European and Asiatic, united like
Siamese twins, and for the Asiatic twin the
Pacific ocean was a breathing lung. It was
idle to describe Japan as fighting for existence
as she was an island secure from attack. She
deserved her surplus population the annexation
of Korea and the possession of Port Arthur and
the peninsula of which she considered herself
defrauded by Russia.

Mr. PRELOOKE (editor of *Anglo Russian*)
declared that Russia as a nation was not so
responsible for the war; the guilt of it rested
upon the Government and the ruling class.
Every patriotic Russian desired that the Tsar's
troops in the Far East should be thoroughly
defeated.

Dr. BRIDGES said that he shared in the delight
with which some 30 years ago it was found that
a new progressive nation had arisen in the Far
East in place of old Japan. What interested
him most in this appearance of Japan in the
community of civilized nations was the assistance
that Japan would give towards the solution of
the great problem of how to deal directly with
China. Sir H. Cotton was somewhat optimistic
in his view of the Chinese future; but when
they remembered the events of 1900 and the
outrages that followed the suppression of the
Boxer insurrection, he could not be very opti-
mistic as to the peaceful relations between China
and the West. Because he thought Japan was
capable and likely to render great aid in dealing
with the question, he hoped that Japan would
attain sufficient success to maintain her in-
dependence against Russia. He would rejoice
at a cessation of the war upon terms that would
not be humiliating to either nation. In dealing
with China there were obvious difficulties, and
the principal one was that claim of ex-territori-
ality insisted upon whenever we obtained a
footing in a Chinese town. In any dispute in
which an Englishman was concerned the appli-
cation of English law was insisted upon, and
this, of course, led to irritation in the coun-
try whose independence was so infringed. Japan,
feeling this difficulty, had reformed her
criminal code, bringing it into accord with
Western ideas; but this ex-territoriality had
been at the root of all our quarrels with China
for the last 60 years, and he looked to the moral
influence of Japan to convince China of the
necessity for a similar change. Unfortunately
in China commercial difficulties were made
more intense by the religious difficulties;
and in treaties forced upon China, especially
by France, this principle of ex-territoriality
had been insisted in favour of missionaries,
and the claim had been made that French
law should cover all quarrels in which
Catholic converts were concerned. The
jealousy of Western Powers hindered reforms;
but he attached great importance to the interven-
tion of the United States. Our relations in the
Far East had been hampered by a feeling that
we had a prestige as an Asiatic Power to sustain;
but from this America was free and, standing
midway between Europe and the Far East,
rightly claimed her fair share in the trade.—
Times.

BONZOLINE.

The SUBSTITUTE for IVORY in the
TROPICS. Does not crack or change its shape
Is coloured throughout and always keeps its
colour.

Has the same hardness, slick and elasticity
as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/8 inch.
Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2 1/8 inch.
Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/8 inch.
Rs. 16/6 set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/8 inch.
Rs. 25/1 set of twenty-two.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS.

80 & 81, BENTINCK STREET,

CALCUTTA. [2318-2]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

"TANG YUEN"

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.

MANAGERESS,
Macdonnell Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Bath.

Apply to Mrs. MATHER,
2, Pedders Hill,
Hongkong, 1st January, 1902.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS,
Large Size \$3.00 per 100
Gold Tippee Medium Size

\$3.75 per 100

ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50

THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL

Hongkong, 1st October, 1904.



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

AL, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KARATSU

AGENCIES:—

SHANGHAI, H. J. H. TRIPP.

HONGKONG, H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-

perial Japanese Navy and Foreign Navies; the

Imperial Armies; the Imperial Railways;

Sanyo, Kiushu and the other Principal Rail-

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Oshi, Shinbun, Namsanta and Kam-Yamada

Collieries and also Hojo Colliery, which will be

ready to produce on a large scale the best Huzei

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushita Coals.

The Head and Branch Offices and the Agen-

cies of the Company will receive any order for

Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam Coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 28th April, 1904. [11]

MITSU BISHI DOUKYARI
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. & B.C., Electric and Engineering Code

Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length... 523 feet.

Length on Blocks... 371 feet.

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA.)

Extreme Length... 371 feet.

Length on Blocks... 359 "

Width of Entrance on Top... 63 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

with POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE 1703

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 m.m.

With CHA-REBE for 10 CARTRIDGES,

FRINGING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1904.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTTONJEE'S

KOWLOON STORE, No. 36, Elgin Road

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accep

First Class Foreign and Chinese RISKS

SHIPPING.

ARRIVALS.

ARMENIA, German str., 5,479, F. Forst, 28th November, Manila 28th Nov., General—Hamburg—America Line.
 DORNIC, Italian steamer, 259, Watson, 28th Nov.,—Qian Chew Wan 24th November, General—Order.
 INDRAPALLI, British str., 3,125, S. Callington, 28th Nov.,—Shanghai 24th Nov.—Jardine, Matheson & Co.
 LOONASANO, British str., 1,092, G. S. Weigall, 28th Nov.,—Manila 25th Nov., General—Jardine, Matheson & Co.
 LYREMCOON, German str., 1,238, Th. Lohmann, 27th November, Chinkiang 23rd Nov., General—Siemens & Co.
 MACREW, German str., 308, H. Harjes, 28th November, Bangkok 21st Nov., Rice—Butterfield & Swire.
 ORSANG, British str., 1,787, J. T. Davies, 28th November, Mei 20th November, Coal—Jardine, Matheson & Co.
 PACHABUR, German str., 1,375, G. Hillmann, 28th Nov.,—Bangkok 20th Nov., Rice and Wood—Butterfield & Swire.
 PIERRE S, German str., 687, F. Bromer, 28th November, Newchwang 21st Nov., General—Siemens & Co.
 ROSARIO, British ship, 980, G. W. Divian, 28th Nov.,—Manila 23rd Nov.
 RUI, British str., 1,611, R. W. Almond, 23rd November,—Manila 25th Nov., General—Shewan, Tomes & Co.
 SOCORRA, British str., 3,396, C. J. Benton, R.N.R., 28th Nov.,—Antwerp 9th Oct. and Singapore 22nd Nov., General—P. & O. S. N. Co.
 TYR, Norwegian str., 1,718, D. L. Danielsen, 27th November, Hongkong 24th November, Coal—Sender, Wieler & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 28th November.
 HABANA, British str., for Swatow.
 HAYING, British str., for Shanghai.
 TYR, Norwegian str., for Canton.

DEPARTURES.

28th November.
 HANOI, French str., for Haiphong.
 LYREMCOON, German str., for Canton.
 MARIA VALERIE, Austrian str., for Trieste.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
 KOW LOON DOCKS.—U.S.S. Fishhawk, Pronto, Hongkong, Apinow, S.M.S. Furst Bismarck, Empress of Japan, Germania, Cosmo-Politan Dock.—Taming, Orange.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW.
 THE Company's Steamship

"HAIMUN."
 Captain Johnson, will be despatched for the above port TO-DAY, the 29th inst., at 9 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers,
 Hongkong, 26th November, 1904. [267]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"TONKIN."
 Captain Schmitz, will be despatched for the above ports on or about TUESDAY, the 29th inst.
 For Freight or Passage, apply to
 L. BRIDOU,
 Acting Agent,
 Hongkong, 25th November, 1904. [12]

FOR SHANGHAI.
 (Taking Cargo at through rates to TIENTSIN and CHEMULPO.)
 THE Steamship

"LOONGMOON."
 Captain F. Kalkofen, will be despatched for the above port on FRIDAY, the 2nd December, at 3 P.M.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents,
 Hongkong, 28th November, 1904. [272]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"SIMLA."
 Captain F. R. Sommers, carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 3rd December, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "China," 7912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles, and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 15th January, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 21st November, 1904. [1]

NOTICE TO SHIPPERS.
 THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NIPPON PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.
 For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 20th May, 1904. [226]

VESSELS ADVERTISED AS

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	SIMLA	Brit. str.	1 m.	F. R. Sommers	P. & O. S. N. Co.	On 3rd Dec., at Noon.
AMSTERDAM, LONDON & ANTWERP.	TELEMACHUS	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	On 6th Dec.
AMSTERDAM, LONDON & ANTWERP.	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Dec.
AMSTERDAM, LONDON & ANTWERP.	DEUCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd Jan.
AMSTERDAM, LONDON & ANTWERP.	HTSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP.	PEIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st Jan.
MARSEILLES &c., VIA PORTS OF CALL.	TOURANE	Brit. str.	1 m.	Girard	MESSAGERIES MARITIMES	On 13th Dec., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	PREUSSEN	Ger. str.	k. w.	R. Dahl	MELCHERS & CO.	On 7th Dec., at Noon.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 1st Dec.
HAYRE & HAMBURG	ARMENIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINE	On 19th Dec.
HAYRE & HAMBURG	C. FERR. LAEISZ	Ger. str.	k. w.	Forst	HAMBURG-AMERIKA LINE	On 29th Dec.
HAYRE & HAMBURG	SITHONIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 10th Jan.
HAYRE & HAMBURG	ACRANIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 24th Jan.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINE	On 7th Feb.
HAYRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 21st Feb.
HAYRE & HAMBURG	SCANDIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINE	On 7th Mar.
HAYRE & HAMBURG	NINGPOO	Brit. str.	1 m.	Behrens	BUTTERFIELD & SWIRE	On 21st Mar.
GENOA, MARSEILLES, HAYRE & LIVERPOOL.	HECTOR	Brit. str.	1 m.	J. Riley	BUTTERFIELD & SWIRE	On 22nd Dec.
GENOA, MARSEILLES & LIVERPOOL.	BREIZ-IZEL	Brit. str.	1 m.	Andrin	STANDARD OIL CO.	About 8th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	1 m.		DODWELL & CO. LD.	About 30th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	CLAYDALE	Brit. str.	2 m.	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	About 14th Dec.
NEW YORK, VIA SUEZ CANAL.	EMPEROR OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	P. Conradi	BUTTERFIELD & SWIRE	On 17th Dec.
VANCOUVER, VIA SHANGHAI, &c.	KEEMUN	Brit. str.	1 m.	F. G. Parington	DODWELL & CO. LD.	On 13th Dec., at Daylight.
VICTORIA (B.C.) & TACOMA VIA NAGASAKI, &c.	PLEIADES	Brit. str.	1 m.	Schmidt	PORTLAND & ASIATIC S.S. CO.	On 19th Dec.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	ARAGONIA	Brit. str.	1 m.	Moore	BUTTERFIELD & SWIRE	On 14th Dec., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	1 m.	Ellis	GIBB, LIVINGSTON & CO.	On 8th Dec.
ERISHANE & SYDNEY, VIA NEW GUINEA	EASTERN	Ger. str.	1 m.	D. Lenz	P. & O. S. N. Co.	About 1st Dec.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PRINZ SIGISMUND	Brit. str.	1 m.	C. J. Benton, R.N.E.	NIPPON YUSEN KAISHA	On 6th Dec., at Daylight.
NAGASAKI, MOJI, KOBE & YOKOHAMA	SOCOTRA	Brit. str.	1 m.	Schmitz	JATA-CHINA JAPAN LINE	Quick despatch.
JAPAN VIA SHANGHAI	TOKIN	Brit. str.	1 m.	F. Kalkofen	MESSAGERIES MARITIMES	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	LONGMOON	Brit. str.	1 m.	G. Phillips	P. & O. S. N. Co.	About 3rd Dec.
SHANGHAI	BENGAL	Brit. str.	1 m.	H. A. Hunsden	OSAKA SHOSEN KAISHA	On 4th Dec., at Daylight.
SHANGHAI	FRITHJOF	Jap. str.	1 m.	C. Cornelissen	OSAKA SHOSEN KAISHA	Today, at 9 A.M.
TAMSEI, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	2 m.	Robson	DODWELL & CO. LD.	Today.
AMOY, VIA SWATOW & AMOY	HAIMUN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 P.M.
SWATOW	TEAN	Brit. str.	1 m.	Weigall	JARDINE, MATHESON & CO.	On 8th Dec.
MANILA	LOONGMOON	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 3rd Dec., at 10 A.M.
MANILA	TAMING	Brit. str.	1 m.	R. W. Almond	SHAWAN, TOMES & CO.	On 10th Dec., at 10 A.M.
AMOI & MANILA	RUBI	Brit. str.	1 m.	R. Rodger	SHAWAN, TOMES & CO.	About 2nd Jan.
MANILA	ZAFIRO	Brit. str.	1 m.	T. W. Garlick	DODWELL & CO. LD.	About 29th inst.
MANILA	TREMONT	Brit. str.	1 m.	J. B. Fergusson	P. & O. S. N. Co.	To-morrow, at 3 P.M.
SINGAPORE & BOMBAY.	BANCA	Brit. str.	1 m.	G. Payne	JARDINE, MATHESON & CO.	
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	1 m.			

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Parington	Saturday, December 17th
TREMONT	3,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	F. G. Parington	March 4th

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,666 tons.	T. W. Garlick	About 2nd January.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 24th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson
S.S. "COURTFIELD"	Captain J. W. Martin
S.S. "CRANLEY"	Captain W. B. Steele
S.S. "IKBAL"	Captain A. Jennings
S.S. "ASCOT"	Captain C. E. Cox
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INKUM"	Captain E. S. Pearce
S.S. "SIKH"	Captain J. Rowley
S.S. "SOPAL"	Captain G. A. Shepherd
S.S. "INDRASHAMA"	Captain R. P. Craven
S.S. "INDRASHAMA"	Captain H. G. Porter

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

[2030]

Hongkong, 19th November, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SEGOVIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 1st Dec. Freight.
SENIGAMBIA	(HAYRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo))	On 19th Dec. Freight.
ARMENIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 29th Dec. Freight.
C. FERR. LAEISZ	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 10th Jan. Freight.
SITHONIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 24th Jan. Freight.
ACRANIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 7th Feb. Freight.
ANDALUSIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 21st Feb. Freight.
SAMBIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 7th Mar. Freight.
SCANDIA	(HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo))	On 21st Mar. Freight & Passengers.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, QUEEN'S BUILDINGS

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW.
 THE Company's Steamship

"HAIMUN."
 Captain Johnson, will be despatched for the above port TO-DAY, the 29th inst., at 9 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers,
 Hongkong, 26th November, 1904. [267]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"TONKIN."
 Captain Schmitz, will be despatched for the above ports on or about TUESDAY, the 29th inst.
 For Freight or Passage, apply to
 L. BRIDOU,
 Acting Agent,
 Hongkong, 25th November, 1904. [12]

FOR SHANGHAI.
 (Taking Cargo at through rates to TIENTSIN and CHEMULPO.)
 THE Steamship

"LOONGMOON."
 Captain F. Kalkofen, will be despatched for the above port on FRIDAY, the 2nd December, at 3 P.M.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents,
 Hongkong, 28th November, 1904. [272]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

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 E. A. HEWETT,
 Superintendent,
 Hongkong, 21st November, 1904. [1]

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 For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 20th May, 1904. [226]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 14th Dec.
 R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 23rd Dec.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 11th Jan.
 R.M.S. "TAITAN" 4,425 Tons WEDNESDAY, 25th Jan.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 8th Feb.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 Intermediate on Steamers, }
 and 1st Class Rail } 240. " " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Queen Street.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
SEIDLITZ	WEDNESDAY 4th January 1905
ROYD	WEDNESDAY 18th January
BIERN	WEDNESDAY 1st February
BIERN	WEDNESDAY 15th February
ZIETEN	WEDNESDAY 1st March
SACHSEN	WEDNESDAY 15th March
PRINZESS ALICE	WEDNESDAY 29th March
PRINZ EUGEN LUITPOLD	WEDNESDAY 12th April
PREUSSEN	WEDNESDAY 26th April

ON WEDNESDAY, the 7th day of DECEMBER, 1904, at NOON, the Steamship PREUSSEN, Captain R. Dahl, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this port for above, CALLING AT NAPLES and GENOA.

CARGO, Orders will be granted till NOON on MONDAY, the 5th December. Cargo and Shipping Orders will be granted till NOON on TUESDAY, the 6th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 6th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"MOYNE"	On 9th December.
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL...	"SOBRALENSE"	On 17th December.
GLASGOW and LIVERPOOL...	"HYSON"	On 20th December.
GLASGOW and LIVERPOOL...	"PELEUS"	On 27th December.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"TELMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, M'LES, HAVRE and LIVERPOOL	"NINGHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.
	"PELEUS"	On 28th December.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th November, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 29th November.
MANILA	"TAMING"	On 6th December.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th December.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th November, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SINGAPORE and BOMBAY...	BANCA J. B. Ferguson	About 29th November	Freight only.
YOKOHAMA, via SHANG- HAI, MOJI and KOBE...	SOCOTRA C. J. Benton, R.N.R.	About 1st December	Freight only.
SHANGHAI	BENGAL G. Phillips	About 3rd December	Freight and Passage.
LONDON, &c.	SIMLA F. R. Summers	Noon, 3rd December	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th November, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most various Steamers between
Hongkong and Manila. Saloon and ships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Amoy and Manila.	Sat., 3rd Dec., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 10th Dec., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th November, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 30th Nov., at Daylight.
TAMUL, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 4th Dec., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8 Des Voeux Road Central.
Hongkong, 20th November, 1904.

T. ARIMA, Manager.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA "NAMSANG"	Wed., 30th Nov., 3 P.M.
*MANILA "LOONGSANG"	Fri., 2nd Dec., 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 28th November, 1904.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"EASTERN,"
Captain Ellis, will be despatched for the above
ports on WEDNESDAY, the 14th December,
at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which secures the supply of Fresh Provi-
sions, ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th November, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain J. McGinty, will leave for
Canton at 9 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EISEL FRIEDRICH,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 5 P.M.,

to-day, the 23rd inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 30th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on Tuesday, the 29th inst., at 9.30 A.M.

All Claims must reach us before the 5th

December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDEUTSCHER LLOYD,
MELBURN & CO.,

Hongkong, 23rd November, 1904.

SANTAL MIDY
These tiny
Capsules
—superior
to Copaiba,
Cubeb, and
Injection—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.
Each Capsule bears the name MIDY

LADIES' SAFE REMEDY
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
APIOLINE
(CHAPOTEAUT)
Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny
royal.
CHAPOTEAUT, 8, r. Vivienne, Paris

**MARTIN'S
APIOLINE & STEEL
PILLS**
A French Remedy for all irregularities. Thousands of
Ladies keep a box of Martin's Pills in the house, so that on
the least sign of any irregularity of the system a timely dose may
be administered. Those who use them recommend them to
their friends and acquaintances. At all Chemists and Druggists.
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOUGHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

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moderate prices at
"THE DAILY PRESS" OFFICE
All proofs are read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Est. 1842.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.
Aspern, cruiser, 2437 tons, 2 guns, 7300 h.p.
Capt. Friedrich Grunzburger, Singapore
Kaiserin Elisabeth, cruiser, 4000 tons, 29 guns, 8000 h.p., Captain Mirti, Japan

FRANCE.
Acheron, armoured gunboat, 1736 tons, 10 guns,
1700 h.p., Lieut. Forret, Saigon
Arges, gunboat, 123 tons, — guns, 500 h.p.,
Lieut. Jeanuel, Canton

Aspic, gunboat, 475 tons, 3 guns, 450 h.p.,
Lieut. Grellier, Saigon
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p.,
Haiphong

Baionnette, gunboat, Lieut. Lefevre, Saig
Carondelet, gunboat, Lieut. Hue, Saigon
Casse-tête, gunboat, 140 tons, 5 guns, 150 h.p.,
Saigon

Chateaufort, cruiser (Flagship of Rear
Admiral de Paque de Jonquieres, 2nd in
command), 8013 tons, 18 guns, 17,000 h.p.,
Captain V. Poidolle, Baie d'Along

Comete, gunboat, 525 tons, 4 guns, 433 h.p.,
Comdr. Lous, Haiphong
D'Assas, cruiser, 4000 tons, 31 guns, 9500 h.p.,
Saigon

Decade, gunboat, 645 tons, 10 guns, 1,000 h.p.,
Lieut. Comdr. L'Host, Shanghai
Descentes, cruiser, 3985 tons, 14 guns, 5500 h.p.,
Commander Anet at present at Saigon

Estoc, gunboat, — tons, — guns, — h.p.,
Lieut. Mère, Haiphong
Francisque, destroyer, 303 tons, 7 guns, 630
h.p., Lieut. Lofort, at present at Saigon

Fronte, destroyer, 330 tons, 7 guns, 303 h.p.,
Lieut. Jolene, Baie d'Along
Gueydon, cruiser, 3376 tons, 36 guns, 21,200
h.p., Captain Goudot, Baie d'Along

Henri Riviere, gunboat, — tons, — guns, —
h.p., Lieut. Portier, Haiphong
Jacquin, gunboat, Lieut. Godeau, Haiphong

Javeline, destroyer, 307 tons, 7 guns, 307 h.p.,
Lieut. Comdr. Beaussant, Baie d'Along
Kersaint, gunboat, 1250 tons, 5 guns, 2200 h.p.,
Comdr. Le Gileur, Saigon

Lynx, submarine, Lieut. Armbuster, Saigon
Montcalm, cruiser (Flagship of Vice-admiral
Bayle, "Commander in Chief," 9700 tons, 12
guns, 19,500 h.p., Capt. Dartige de Fournet,
Baie d'Along

Monsieur, destroyer, Lieut. Prat, Baie d'Along
Oiry, gunboat, — tons, — guns, — h.p., Lieut.
Audemar, Yangtze

Pascal, cruiser, 4015 tons, 27 guns, 8500 h.p.,
Comdr. Cheralier, Saigon
Paiho, gunboat, Lieut. Lavissiere, Tongku

Pistole, destroyer, Lieut. de Reinach-Werth,
Baie d'Along
Protos, submarine, Lieut. Glorieux, Saigon

Redoutable, battleship, (in reserve) 9437 tons, 8
guns, 6071 h.p., Commodore C. P. M.
Poulou, Saigon

Sabre, destroyer, Lieut. Lebari, Saigon
Styx, cruiser, 1798 tons, 10 guns, 1703 h.p.,
Comdr. T. de Gallucourt, Saigon

Sully, cruiser, 10,014 tons, 38 guns, 21,000 h.p.,
Captain Guiberteau, Haiphong
Surprise, gunboat, 6.9 tons, 2 guns, 900 h.p.,
Lieut. Roque, Haiphong

Takling, gunboat, — tons, — guns, — h.p.,
Lieut. —, Yangtze

Takou, destroyer, Lieut. Gaillard, Saigon
Vauban, battleship, (reserve) 6160 tons, 23 guns,
4500 h.p., Lieut. —, Saigon

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p.,
Lieut. Jemes, Canton

GERMAN.
Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p.,
Comdr. Huss, —

Fatherland, gunboat, — tons, — guns, — h.p.,
Captain von Buelow, Wuhu

Farst Bismarck, (flagship), 11,000 tons, 36 guns,
14,000 h.p., Captain Prowe, Hongkong

Geier, cruiser, 1776 tons, 15 guns, 2980 h.p.,
Comdr. von Stauditz, Shanghai

Hansa, cruiser, 2330 tons, 34 guns, 10,000 h.p.,
Captain Weber, Shanghai

Hertha, cruiser, 650 tons, 37 guns, 10,000 h.p.,
Capt. Baron Schimmelmann, Singapore

Ilitis, gunboat, 1000 tons, 10 guns, 1800 h.p.,
Comdr. Baron von M. Hüllessem, Canton

Jaguar, gunboat, 900 tons, 10 guns, 1800 h.p.,
Commander Wilbrandt, Nankiang

Lucho, gunboat, 850 tons, 10 guns, 1844 h.p.,
Commander Krocken, Hongkong

Mow, gunboat, 1009 tons, 8 guns, 875 h.p.,
Commander von Grumbkow, Manila

Seedler, cruiser, 1840 tons, 15 guns, 8000 h.p.,
Commander Persius, Taingtau

Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p.,
Captain Voit, Shanghai

Tiger, gunboat, 900 tons, 10 guns, 1800 h.p.,
Commander Deimling, Amoy

Titanis, cruiser, Captain Schauke, Hongkong.

Tsingtau, gunboat, 170 tons, 5 guns, 1330 h.p.,
Commander Glibber, Canton
Vorwarts, gunboat, — tons, 3 guns, 500 h.p.,
Lieut. Schart, Shanghai

ITALIAN.
Elba, cruiser, 2300 tons, 10 guns, 7471 h.p.,
Captain Borea, Rio, Haiphong
Marco Polo, cruiser, 3600 tons, — guns, — h.p.,
Captain Prashiero, Shanghai

Paglia, cruiser, 2498 tons, 29 guns, 7000 h.p.,
Captain Pescotto, Chamulpo

PORTUGUESE.
Adamastor, cruiser, 1960 tons, 14 guns, 4000
h.p., Captain d'Alas Ribero, Hankow

Diu, gunboat, 720 tons, 6 guns, 700 h.p., Capt.
Coutinho, Macao

Vasco de Gama, cruiser, 3020 tons, 20 guns,
6000 h.p., Capt. Manoel Vasco do Carvalho,
Shanghai

RUSSIAN.
Amur, cruiser, 2600 tons, 5 guns, 4700 h.p.,
Commander Grammatichoff, Port Arthur

Askold, cruiser, 6000 tons, 27 guns, 24,000 h.p.,
Captain Letitz, Shanghai

Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p.,
Port Arthur

Bogatyr, cruiser, 6640 tons, 12 guns, 19,500 h.p.,
Boyarin, cruiser, 3200 tons, 19 guns, 18,000 h.p.,
Commander Sautschoff, Port Arthur

Diana, cruiser, 6781 tons, 6 guns, 8900 h.p.,
Saigon

Djigit, gunboat, 1456 tons, 3 guns, 1700 h.p.,
Captain Nasarowsky, Port Arthur

Gaidamak, gunboat, 540 tons, 9 guns, 3500 h.p.,
Commander Yurifoff, Port Arthur

Gremischy, gunboat, 1490 tons, 6 guns, 2000
h.p., Commander Zagarsky

Gromobol, cruiser, 12,354 tons, 44 guns, 14,599
h.p., Captain Jenson, Vladivostok

Guilak, gunboat, 1000 tons, 5 guns, 1000 h.p.,
Commander Shumoff

Mandjuri, gunboat, 1224 tons, 7 guns, 1400 h.p.,
Commander Urova, Suamchi

Ory, gunboat, 1400 tons, 6 guns, 2000 h.p.,
Commander Vasiloff, Port Arthur

Pallade, cruiser, 6630 tons, 34 guns, 11,610 h.p.,
Captain Kessevich, Port Arthur

Pereval, battleship, 12,371 tons, 30 guns, 14,500
h.p., Captain Kuroloff, Port Arthur

Pobeda, battleship, 12,674 tons, 60 guns, 14,500
h.p., Capt. Zaitzevich, Port Arthur

Poltava, battleship, 10,960 tons, 50 guns, 10,600
h.p., Captain Oseroff, Port Arthur

Rasbolski, cruiser, (training ship), 1334 tons,
10 guns, 1786 h.p., Commander Liven, Port
Arthur

Retvizan, battleship, 12,902 tons, 62 guns, 16,000
h.p.

Rossia, protected cruiser, 12,300 tons, 68 guns,
17,000 h.p., Capt. Sepelevich, Vladivostok

Serastopol, battleship, 10,960 tons, 50 guns,
10,500 h.p., Captain Serebrennikov, Port
Arthur

Siwoutch, gunboat, 950 tons, 2 guns, 1125 h.p.,
Lieut. Comdr. Ivanoff, Port Arthur

Tsarevitch, battleship, 13,110 tons, 68 guns,
16,300 h.p., Capt. N. Dabich, Port Arthur

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Albany, cruiser, 376 tons, 2 guns, 750 h.p.,
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Annapolis, gunboat, 1000 tons, 12 guns, 1327
h.p., Captain Rohrer, Shanghai

Bainbridge, t.b.-d., 420 tons, 7 guns, 800 h.p.,
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